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THRU : Chief, Intelligence Information Staff, ORR
Chief, Industrial Division, ORR
Chief, Aircraft Branch, D/I

Requirements on a Recent Report Concerning Tashkent Airframe Plant No. 84

REF : Greece, IR-441-58, 18 July 1958, Confidential
Greece, IR-442-58, 19 July 1958, Confidential

Background

A series of reports recently have become available concerning Tashkent Airframe Plant No. 84. Although these reports are unusually current and extremely valuable per se, it is believed that a great deal of additional information could be obtained which might clarify current aircraft production at this plant, the size and layout of the plant, scale of effort, etc. It should be noted that the type of information contained in the reports available so far is of high priority interest, largely because it is the most up-to-date, first-hand data obtained on any Soviet airframe plant in quite some time. Detailed, current information on the activities of even one Soviet plant could serve as a valuable guide for assessing the capabilities of other airframe plants in the USSR.

Prior to the receipt of the Greek returnee reports it seemed logical to assume that Grate (IL-14) production soon would cease at the Tashkent plant, possibly to be replaced by production of the twin-engine turboprop transport Camp (AN-8). Since most of the returnees refer to the new aircraft as a four-engine transport, clarification is needed. One of the primary purposes of submitting the following requirements will be to determine the exact new type of aircraft with which Tashkent is concerned.

It is hoped that these requirements, submitted on existing reports, also will serve as a guide for future collection efforts on Tashkent Airframe Plant No. 84.

SUBJECT: Requirements on a Recent Report Concerning Tashkent Airframe Plant No. 84

Requirements

1. Has production of Crates at Plant 84B been suspended temporarily or has it actually ceased? When was the last Crate completed? Does source have any information on production rates of Crate; when peak production was reached? Was production sporadic or was a consistent peak rate maintained? Does source know the approximate total number of Crates produced at this facility? Were Crates destined largely for military use or Civil Air Fleet use? Has source any information on overhaul or modification efforts on Crate at Plant 84B.
2. Source states that Plant 84A produces "various aircraft parts" for Plant 84B. A detailed list of specific parts is needed. Does 84A supply any other airframe plants in the USSR? Does source know of any activity taking place at either 84A or 84B which relates to production of guided missiles? Were problems and delays ever encountered at Plant 84B which might have held up production at Plant 84B? If so, explain.
3. When was series production of Izdelie-17 scheduled to begin and what was the approximate date when the first aircraft was to be completed? Was Izdelie-17 ever referred to as a civil passenger aircraft as well as a cargo aircraft? Was the aircraft to have a rear-loading door and was it to be a high or low wing aircraft? Did source ever hear of any other designation for the aircraft besides Izdelie-17? Since Antonov's group visited the plant, could the new aircraft have been designed by Antonov?
4. Can source supply data on number of workers at Plant 84B, number of days worked per week, number of shifts per day, number of hours per shift? Is it likely that the changeover to a new production would increase any of these factors? How many vacation days and holidays were allotted to the average worker per year?
5. Had source heard anything about expansion or new construction at Plant 84B?

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